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SOURCE Newspapers as indicated.

TRANSPORT WORKERS VOLUNTEER FOR KOREAN CAMPAIGN;  
MORE WOMEN BEING USED FOR RR WORK, PATROLS

Many rail transport workers are volunteering their services for the Korean campaign. Increasingly, women workers are being trained and employed. Some are used to patrol railways. Efforts are being made to overcome the existing shortage of skilled workers in railway shops. The national propaganda network is in operation among railway workers throughout the country, and is reaching 90 percent of those in the Northeast. Beginning 1 July 1951, the railways will assume responsibility for full carload shipments of freight. Through service between Shanghai and Canton resumed 3 May 1951 following repair of washout on line near P'ing-hsiang, Hunan.

HUNAN RR WORKERS VOLUNTEER FOR KOREA -- Hankow, Ch'ang-chiang Jih-pao, 10 Mar 51

Ch'ang-sha -- At a rally held on 28 February 1951 for the railway workers of the Ch'ang-sha section of the Heng-yang Railway Bureau, 39 employees, including a 40-year-old locomotive engineer, signed up to be sent to Korea to assist in transportation work.

At the railway shops at Chu-chou, approval has been given for 79 employees, including Ch'en En-ch'eng, the more than 60-year-old assistant chief construction engineer of the railway shops, to be sent to Korea for transportation work. The latter is reported to have said that although he is old, it makes no difference that his legs are no longer agile, that he is still competent to repair and construct railways and is anxious to go along with the party.

Up to 3 March 1951, at the Cheng-chou Railway Bureau, 110 in the Public Safety Department, 37 in the Traffic and Switching Department; and 91 in the Materials Department had signed up indicating their readiness to go to Korea.

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RR WORKERS DEPART FOR KOREA -- Hankow, Ch'ang-chiang Jih-pao, 18 Mar 51

Chang-sha, 14 March (Hsin-hua) -- The Aid Korea Transportation Corps of the Heng-yang Railway Bureau departed for the front in two sections on 6 March and 10 March, respectively.

MORE RR WORKERS FOR KOREAN CAMPAIGN -- Hankow, Ch'ang-chiang Jih-pao, 15 Mar 51

Hankow -- On 12 March 1951, the second group of railway workers of the section of the Lung-Hai Railway between Pao-chi and Lin-t'ung who volunteered for participation in the transportation corps of the "Aid Korea Campaign" left Sian on their way to the front. Before their departure, the Sian Railway Subbureau staged a farewell meeting which was attended by more than 2,000 persons. At this meeting, anti-US sentiment was whipped up on the grounds that the US is now re-arming Japan, at whose hands China suffered greatly during the Sino-Japanese hostilities.

NORTHEAST RR WORKERS LOSSES HEAVY -- Hong Kong, Ta Kung Pao, 3 May 51

Hong Kong -- Fatalities among the railway transportation workers of the Northeast in Korea, in connection with the Korean military campaign, have amounted to 286 men up to the present.

EMPLOY WOMEN LOCOMOTIVE DRIVERS -- Hankow, Ch'ang-chiang Jih-pao, 15 Mar 51

Tsinan -- Although for some time there have been female members of locomotive crews on the Ch'ang-chung Railway in the Northeast, the first of such workers to be employed on railways inside the Great Wall began work on 8 March 1941 on locomotives attached to the Railway Subbureau at Pang-fou, Anhwei. Among this group of four women were Li Shih, locomotive driver, and Yu Fei, fireman. Under the supervision of a locomotive instructor, they drove the locomotive named "8th March" (Women's Day) which drew passenger train No 164, from P'u-k'ou to Pang-fou on time.

On the same day, 33 women were put to work on trains of the Shanghai Railway Bureau, following a ceremony attended by about 1,000 persons.

WOMEN PATROL RR TRACKS -- Hankow, Ch'ang-chiang Jih-pao, 7 Mar 51

Cheng-chou -- A large number of women are rendering good service on lines under the control of the Cheng-chou Railway Bureau. These women are being employed to patrol assigned sections of the railway track both day and night, to make inspections and report anything out of order, and to prevent acts of sabotage. Some very fruitful work has been done in locating and retrieving from nearby private premises stolen railway materials and apparatus.

TRAINS SKILLED WORKERS FOR RR SHOPS -- Hankow, Ch'ang-chiang Jih-pao, 2 Mar 51

Hankow -- The engineer of the Chiang-pien Bridgeworks of the Peiping-Hankow line at Hankow is Chu Wei-fan. Under his instruction, a number of employees in their off-duty time have learned the technique of laying out the work from the engineer's blueprint drawings, enabling them to triple the efficiency of the plant and speed up their work.

The bridgeworks is responsible for repairing or, when necessary, replacing, all bridges on the lines under the Cheng-chou Railway Bureau. Prior to September 1950, among the 200-odd employees, only two men were skilled in laying out the

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work, and they were unable to keep up with the jobs to be done. During the past 6 months, nine selected workmen have completed a systematic course of study in evening classes, including arithmetic, mensuration, geometry, blueprint reading, and all subjects essential for laying out the work. Each of these trained men can now direct the work of 30 workmen. Recently, a second training class of four men finished the course. The bridgeworks is now rapidly catching up with its backlog of work.

PROPAGANDA NETWORK COVERS WORKERS -- New York, Hua-ch'iao Jih-pao, 17 May 51

Peiping, 27 April (Hsin-hua) -- The propaganda network in operation on trains and in railway shops and offices has almost 15,000 propagandists and announcers. Their functions include ideological indoctrination, information about current events with interpretation of their significance, and exhortation of the workers to step up production, avoid carelessness, waste, and accidents. The propaganda also includes ways in which they may resist the US and aid Korea, protect their homes, and defend the country.

Over 90 percent of the 200,000 railway workers in the Northeast have heard these propagandists in action. The latter display much originality and resourcefulness in their methods, using phonographs, dramatic skits, pictures, and cartoons.

EXTEND RESPONSIBILITY TO CARLOAD SHIPMENTS -- Hankow, Ch'ang-chiang Jih-pao, 15 Mar 51

Hankow -- On 1 April 1951, the Ministry of Railways will put into effect on all the railways of the country, regulations according to which full carload shipments of freight between 331 important railway stations may be effected at the responsibility of the railway. Beginning 1 July 1951, this service will be extended to all railway freight stations in the country. This arrangement will make it unnecessary for shippers to provide men to accompany and protect their full carload shipments, and will result in great savings to shippers in shipping costs.

CANTON-SHANGHAI THROUGH-TRAIN SERVICE RESUMED -- Hong Kong, Ta Kung Pao, 3 May 51

Canton, 2 May (by telephone) -- According to reports, the through-train service between Canton and Shanghai was temporarily suspended due to a washout on the track in the Ping-hsiang section. The track is now repaired and through service is to be resumed on 3 May 1951 in accordance with the regular schedule. Trains will run every other day in both directions, leaving the terminals at Canton and Shanghai on the odd days of the month during May.

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